

## List of pages in this Trip Kit

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Revision Letter For Cycle 01-2014

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## General Information

Location: Osh Kgz  
IATA Code: OSS  
Lat/Long: N40° 36.5' E072° 47.6'  
Elevation: 2928 ft

Airport Use: Public  
Magnetic Variation: 4.5°E

Fuel Types: Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0233 Z  
Sunset: 1156 Z,

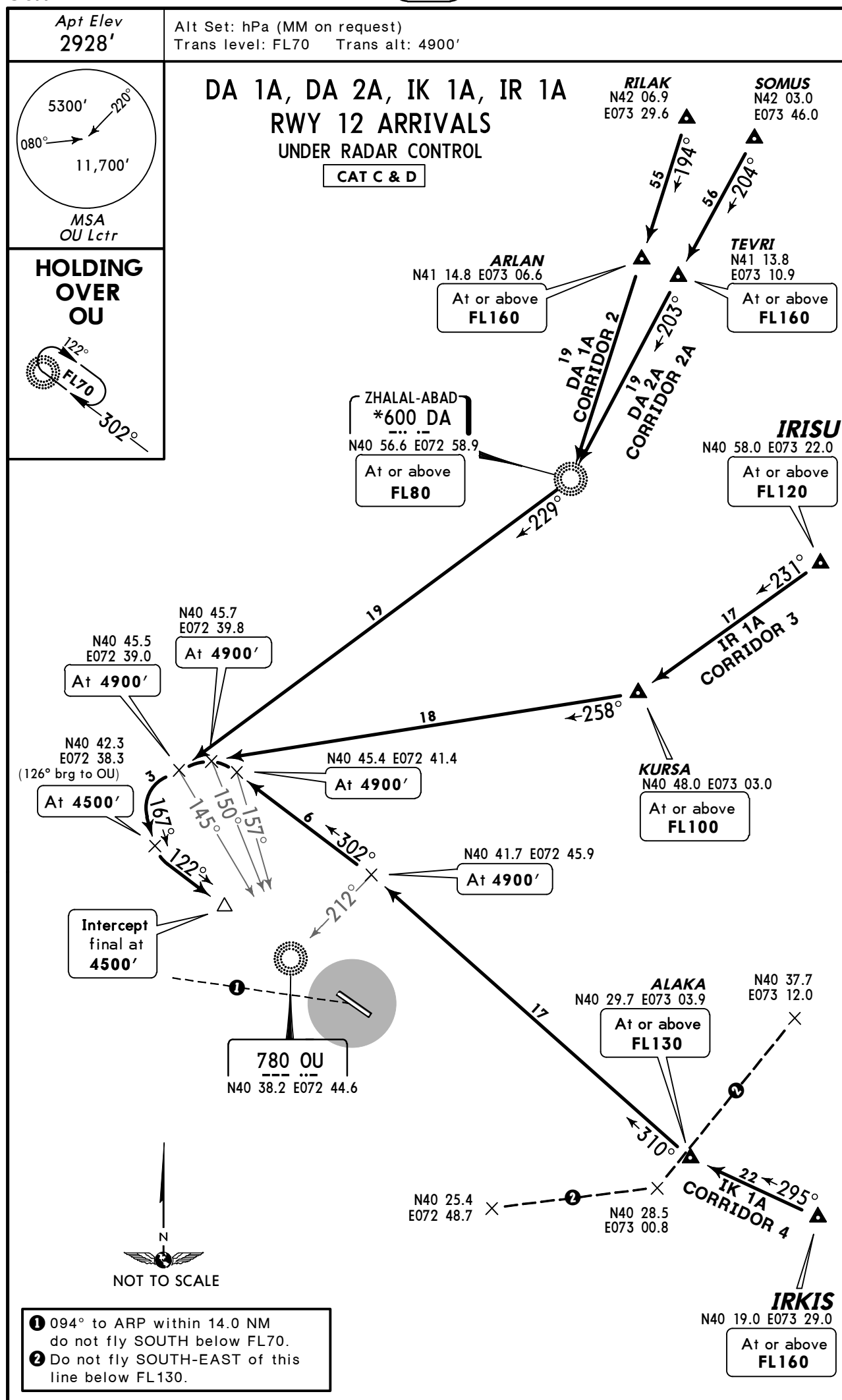
## Runway Information

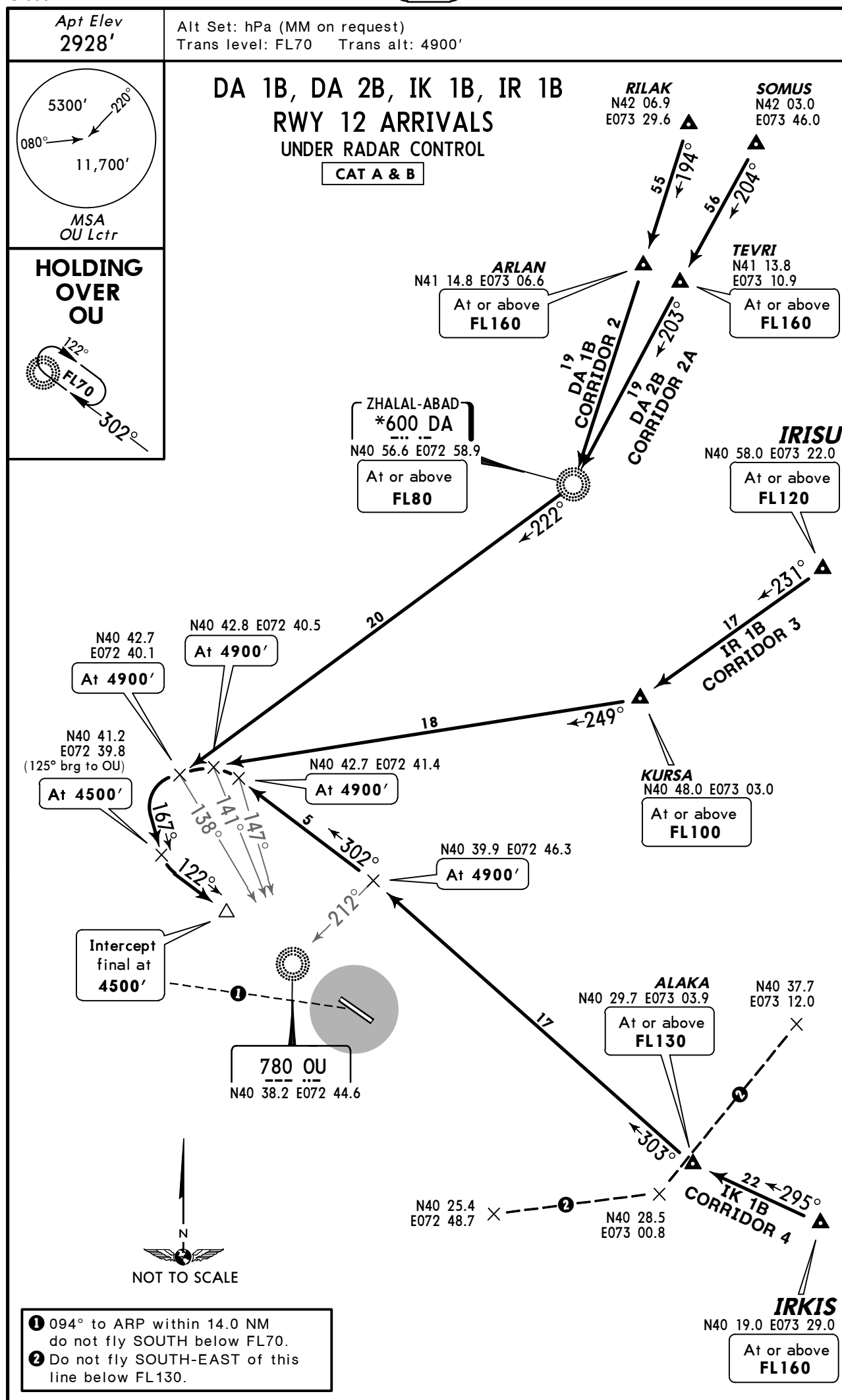
Runway: 12  
Length x Width: 9232 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2851 ft  
Lighting: Edge, ALS  
Displaced Threshold: 656 ft

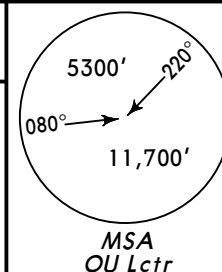
Runway: 30  
Length x Width: 9232 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2928 ft  
Lighting: Edge

## Communication Information

Osh Start Tower 118.3  
Osh Taxiing Ground Control 121.8  
Osh Approach Control 124.2 TCA  
Osh Tower Radar 118.3  
Osh Krug Radar 120.6

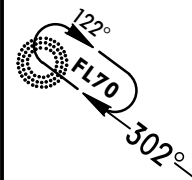




Apt Elev  
2928'Alt Set: hPa (MM on request)  
Trans level: FL70 Trans alt: 4900'NARYN-GES  
\*691 NS  
N41 10.0 E072 10.0At or above  
FL130AN 1A, KZ 1A, NS 1A, NS 1W  
RWY 12 ARRIVALS  
UNDER RADAR CONTROL

CAT C &amp; D

① By ATC.

BAZAK  
N40 59.1 E072 42.9At or above  
FL80HOLDING  
OVER  
OUANDIZHAN  
\*422 AN  
N40 41.6 E072 14.9At or above  
FL90

N40 42.3 E072 38.3

(126° brg to OU)

At 4500'

N40 41.1  
E072 36.4

At 4500'

094°

15 AN 1A

OGODA  
N40 39.3 E072 34.8At or above  
FL70Intercept  
final at  
4500'NUKAT  
N40 30.7 E072 32.1At or above  
FL90KYZYL-KIYA  
[KKIYA]

N40 15.0 E072 06.0

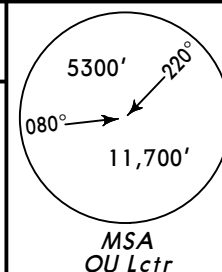
At or above  
FL12025 KZ 1A  
CORRIDOR 5

048°



NOT TO SCALE

② 094° to ARP within 14.0 NM  
do not fly SOUTH below FL70.

Apt Elev  
2928'Alt Set: hPa (MM on request)  
Trans level: FL70 Trans alt: 4900'

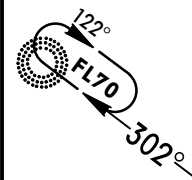
NARYN-GES  
\* 691 NS  
N41 10.0 E072 10.0  
At or above  
FL130

AN 1B, KZ 1B, NS 1B, NS 1W ①  
RWY 12 ARRIVALS  
UNDER RADAR CONTROL  
CAT A & B

① By ATC.

BAZAK  
N40 59.1 E072 42.9  
At or above  
FL80

HOLDING  
OVER  
OU



ANDIZHAN  
\* 422 AN  
N40 41.6 E072 14.9  
At or above  
FL90

YUZHNY  
ALAMYSHIK  
[YALMK]  
N40 47.0 E072 36.0  
At 4900'

N40 41.2 E072 39.8  
(125° brg to OU)  
At 4500'

N40 45.8 E072 39.4  
(119° brg to OU)  
At 4500'

N40 42.7 E072 41.4  
At 4900'

N40 42.4 E072 41.7  
At 4900'

N40 39.4 E072 45.7  
At 4900'

15  
AN 1B  
OGODA  
N40 39.3 E072 34.8  
At or above  
FL70

Intercept  
final at  
4500'

NUKAT  
N40 30.7 E072 32.1  
At or above  
FL90

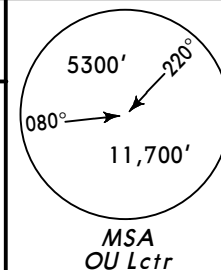
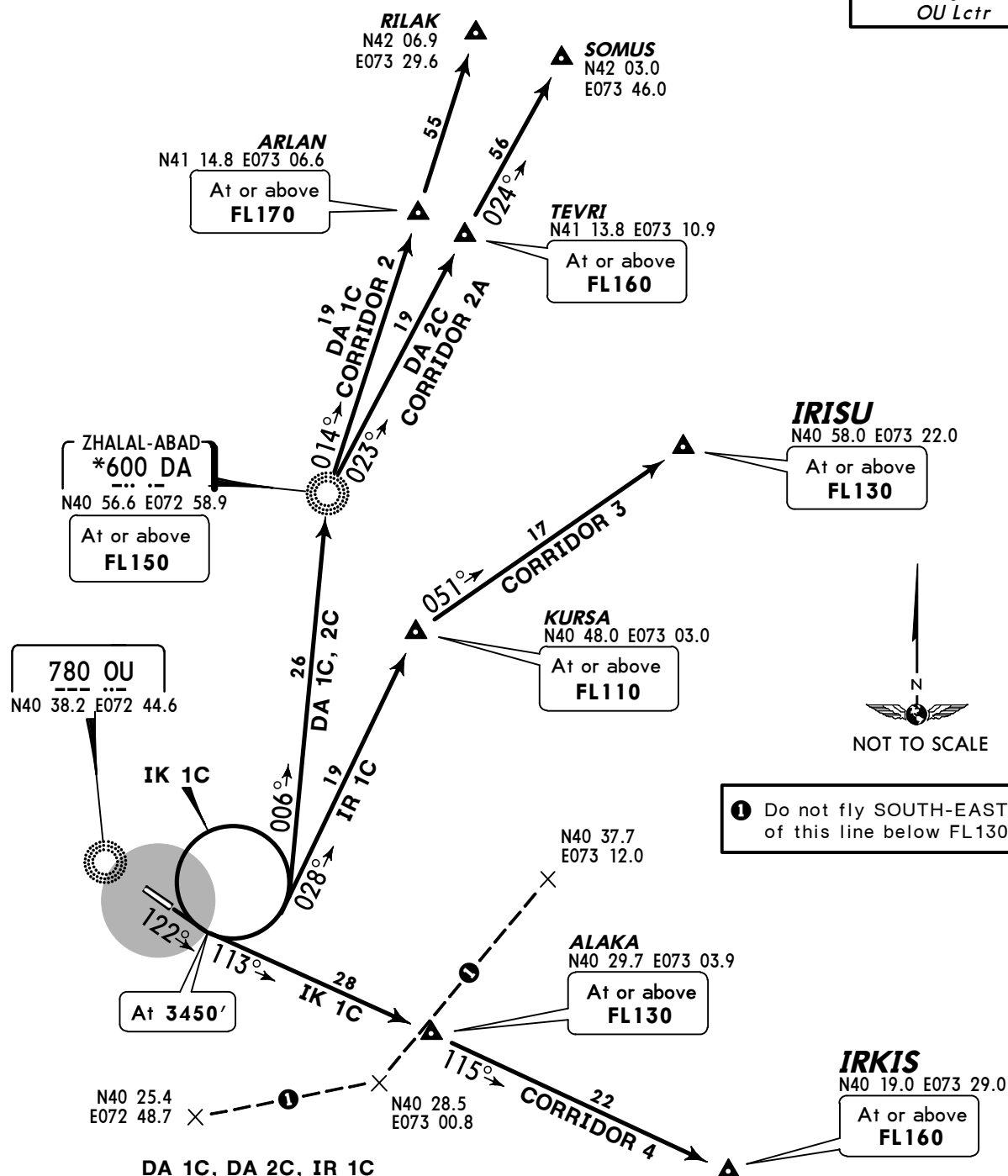
780 OU  
N40 38.2 E072 44.6  
At FL70

KYZYL-KIYA  
[KKIYA]  
N40 15.0 E072 06.0  
At or above  
FL120



NOT TO SCALE

② 094° to ARP within 14.0 NM  
do not fly SOUTH below FL70.

Apt Elev  
2928'Trans level: FL70 Trans alt: 4900'  
Initial turn not later than 3.8 NM from ARP.DA 1C, DA 2C, IK 1C, IR 1C  
RWY 12 DEPARTURES

## DA 1C, DA 2C, IR 1C

These SIDs require a minimum initial climb gradient  
of  
6.8%.

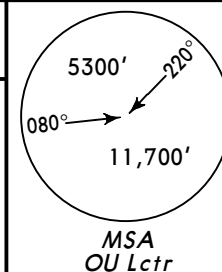
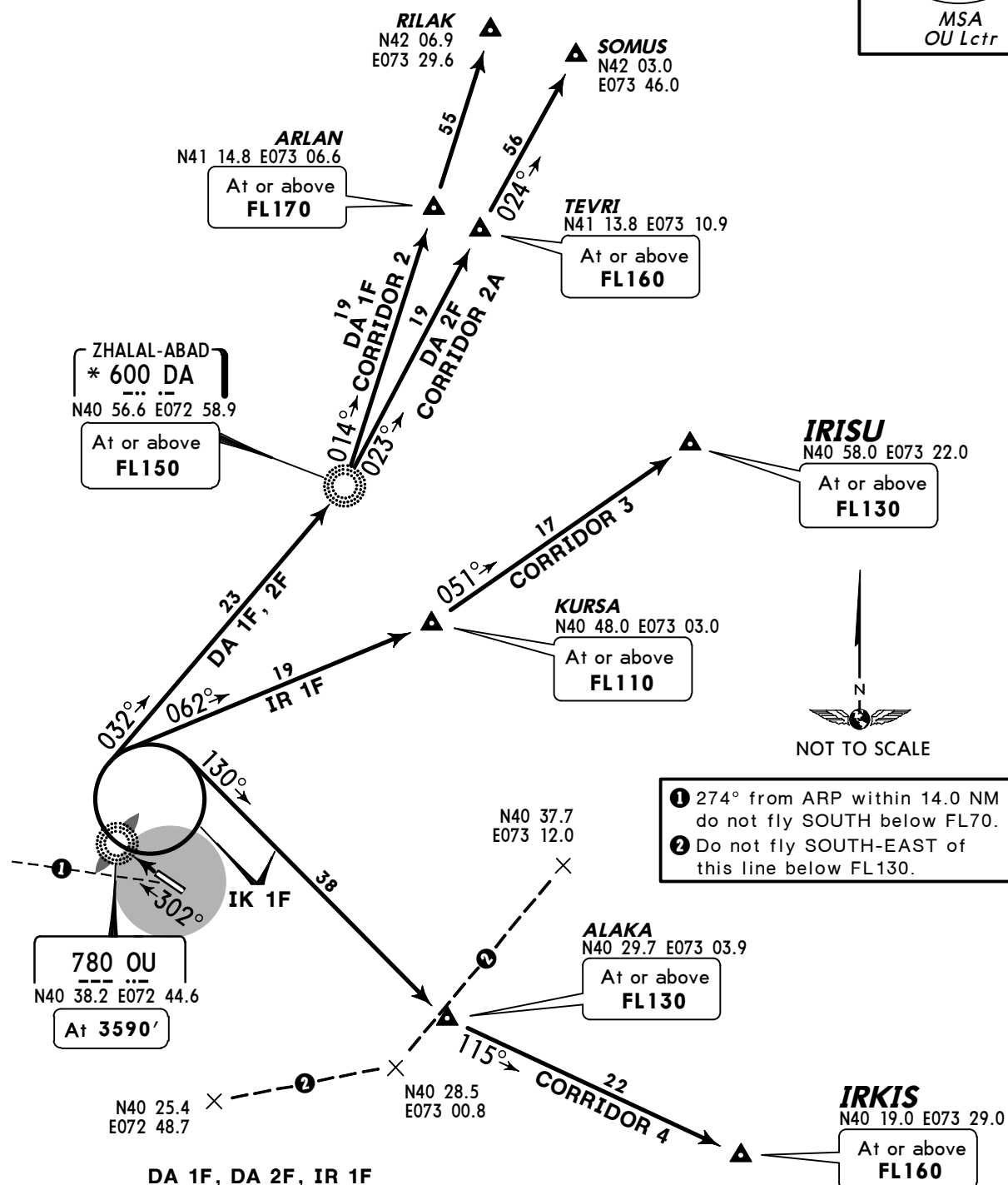
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 6.8% V/V (fpm) | 516 | 689 | 1033 | 1377 | 1722 | 2066 |

If unable to comply, after take-off aircraft  
shall carry out threesixty LEFT turn to join  
the assigned corridor.

| SID   | ROUTING                                                                                                                                             |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| DA 1C | Climb straight ahead to 3450', turn LEFT, intercept 006° bearing to DA climbing to FL70, further climb as directed by ATC, then to ARLAN.           |
| DA 2C | Climb straight ahead to 3450', turn LEFT, intercept 006° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.           |
| IK 1C | Climb straight ahead to 3450', threesixty LEFT turn on 113° track climbing to FL70, then to ALAKA, further climb as directed by ATC, then to IRKIS. |
| IR 1C | Climb straight ahead to 3450', turn LEFT, 028° track to KURSA climbing to FL70, further climb as directed by ATC, then to IRISU.                    |

Apt Elev  
2928'

Trans level: FL70 Trans alt: 4900'

DA 1F, DA 2F, IK 1F, IR 1F  
RWY 30 DEPARTURES

## DA 1F, DA 2F, IR 1F

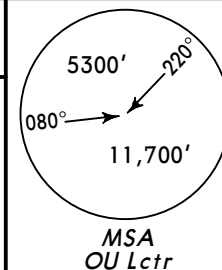
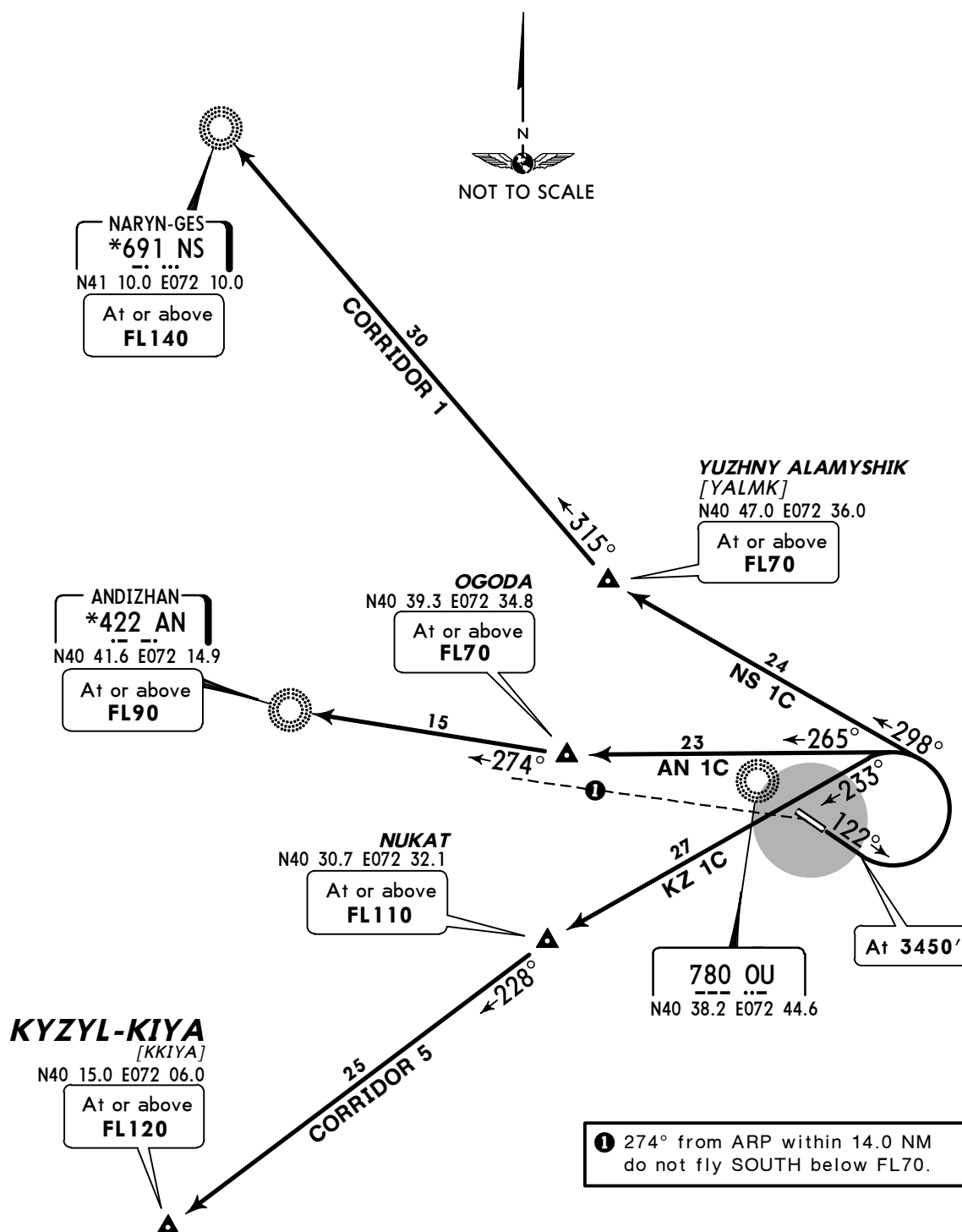
These SIDs require a minimum initial climb gradient of 7.8%.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7.8% V/V (fpm) | 592 | 790 | 1185 | 1580 | 1975 | 2370 |

If unable to comply, after take-off aircraft shall carry out threesixty RIGHT turn to join the assigned corridor.

| SID   | ROUTING                                                                                                                                           |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| DA 1F | Climb straight ahead to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to ARLAN.           |
| DA 2F | Climb straight ahead to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.           |
| IK 1F | Climb straight ahead to OU, threesixty RIGHT turn on 130° track climbing to FL70, then to ALAKA, further climb as directed by ATC, then to IRKIS. |
| IR 1F | Climb straight ahead to OU, turn RIGHT, 062° track to KURSA climbing to FL70, further climb as directed by ATC, then to IRISU.                    |

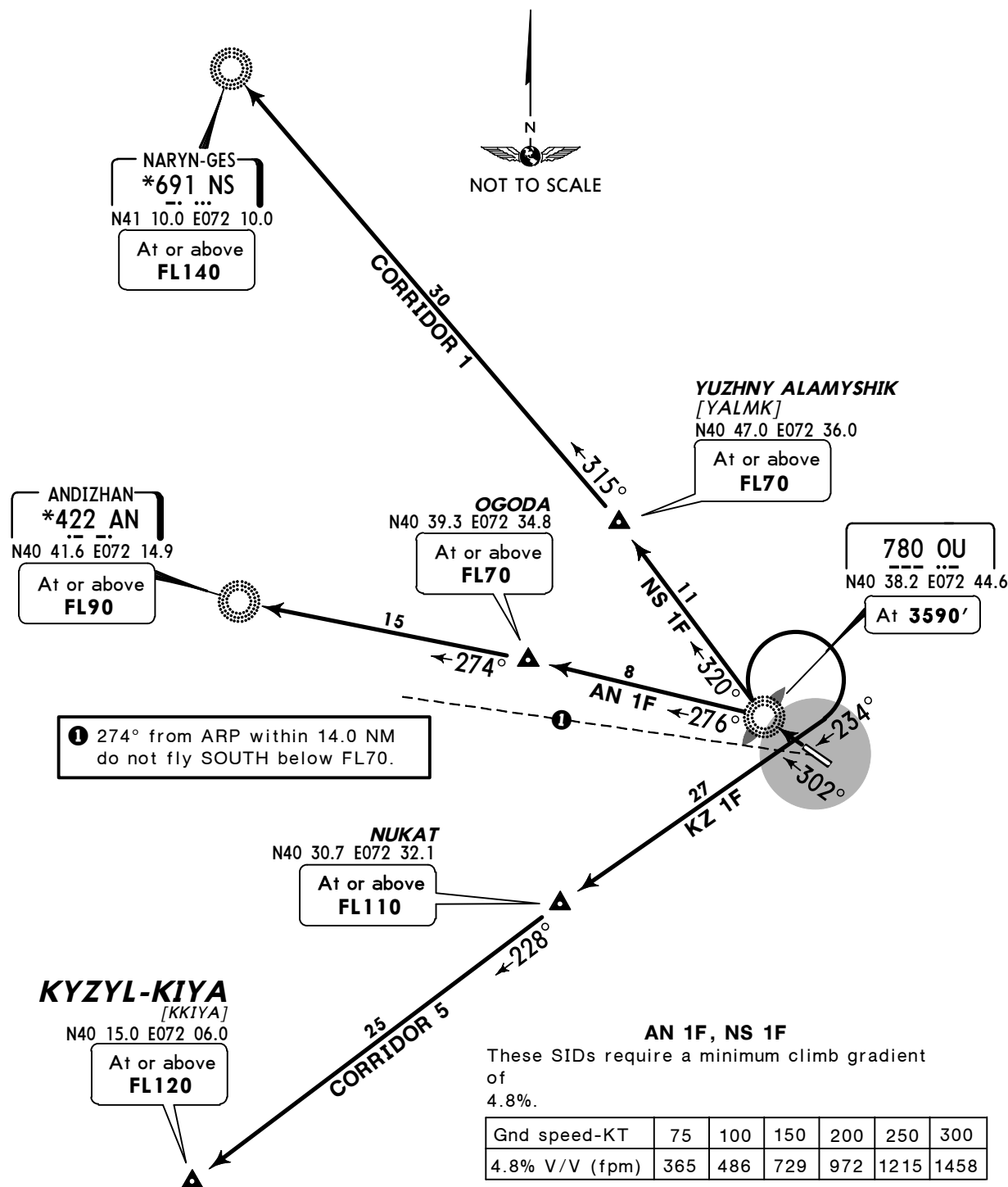
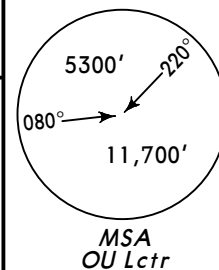


Apt Elev  
2928'Trans level: FL70 Trans alt: 4900'  
Initial turn not later than 3.8 NM from ARP.AN 1C, KZ 1C, NS 1C  
RWY 12 DEPARTURES

| SID   | ROUTING                                                                                                                                  |
|-------|------------------------------------------------------------------------------------------------------------------------------------------|
| AN 1C | Climb straight ahead to 3450', turn LEFT, 265° track to OGODA climbing to FL70, further climb as directed by ATC, then to AN.            |
| KZ 1C | Climb straight ahead to 3450', turn LEFT, 233° track to NUKAT climbing to FL70, further climb as directed by ATC, then to KYZYL-KIYA.    |
| NS 1C | Climb straight ahead to 3450', turn LEFT, 298° track to YUZHNY ALAMYSHIK climbing to FL70, further climb as directed by ATC, then to NS. |

Apt Elev  
2928'

Trans level: FL70 Trans alt: 4900'

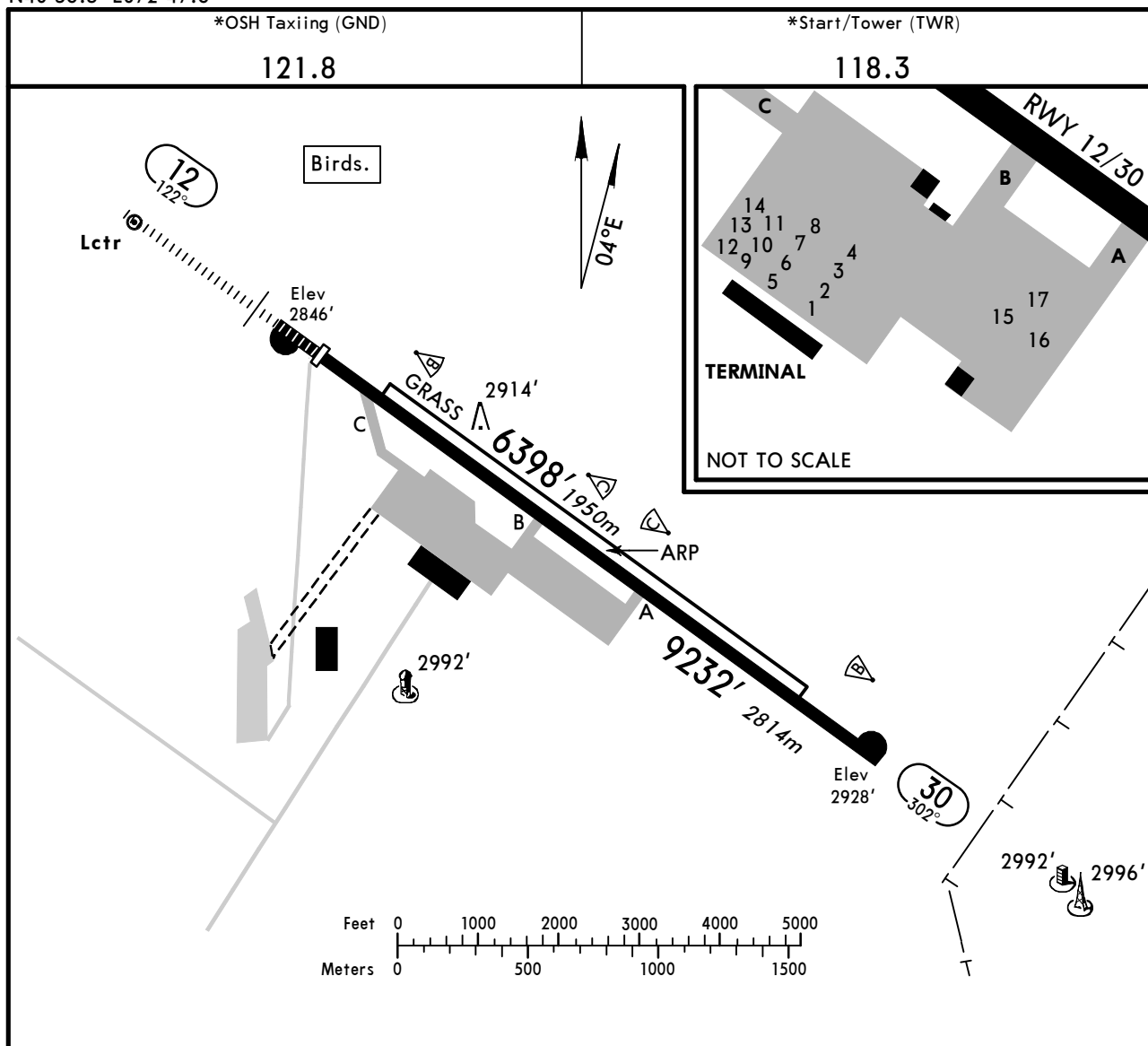
AN 1F, KZ 1F, NS 1F  
RWY 30 DEPARTURES

AN 1F, NS 1F  
These SIDs require a minimum climb gradient of 4.8%.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
|----------------|-----|-----|-----|-----|------|------|
| 4.8% V/V (fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |

If unable to comply, after take-off aircraft shall carry out threesixty RIGHT turn to join the assigned corridor.

| SID   | ROUTING                                                                                                                                  |
|-------|------------------------------------------------------------------------------------------------------------------------------------------|
| AN 1F | Climb straight ahead to OU, turn LEFT, 276° bearing to OGODA climbing to FL70, further climb as directed by ATC, then to AN.             |
| KZ 1F | Climb straight ahead to OU, turn RIGHT, 234° track to NUKAT climbing to FL70, further climb as directed by ATC, then to KYZYL-KIYA.      |
| NS 1F | Climb straight ahead to OU, turn RIGHT, 320° bearing to YUZHNY ALAMYSHIK climbing to FL70, further climb as directed by ATC, then to NS. |



ADDITIONAL RUNWAY INFORMATION

| RWY |  |                                           |     |  | USABLE LENGTHS |             | TAKE-OFF      | WIDTH    |
|-----|--|-------------------------------------------|-----|--|----------------|-------------|---------------|----------|
|     |  |                                           |     |  | LANDING        | BEYOND      |               |          |
|     |  |                                           |     |  | Threshold      | Glide Slope |               |          |
| 12  |  | HIRL (60m) HIALS SFL PAPI-L (angle 3.00°) | RVR |  | 8576' 2614m    | 7847' 2392m | ① 8904' 2714m | 148' 45m |
| 30  |  | HIRL (60m)                                | RVR |  |                |             |               |          |
| 12  |  | Grass runway                              |     |  |                |             |               | 148' 45m |
| 30  |  |                                           |     |  |                |             |               |          |
|     |  |                                           |     |  |                |             |               |          |
|     |  |                                           |     |  |                |             |               |          |
|     |  |                                           |     |  |                |             |               |          |

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)  
All Rwys

|   | RL | RCLM (DAY only) | RCLM (DAY only) |
|---|----|-----------------|-----------------|
| A |    |                 |                 |
| B |    |                 |                 |
| C |    |                 |                 |
| D |    |                 |                 |

① LVP must be in force.

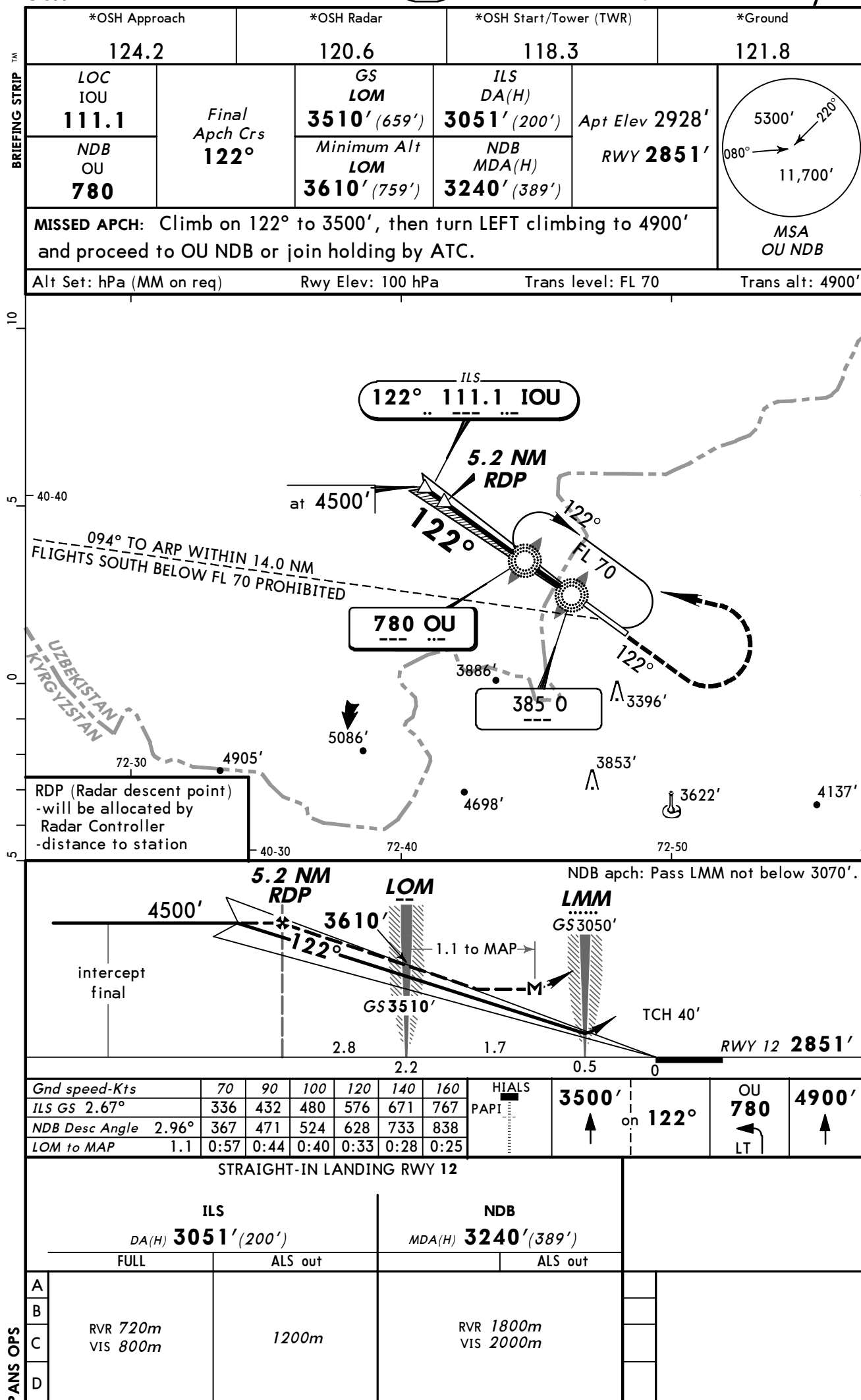
| STRAIGHT-IN RWY |         | A           | B           | C           | D           |
|-----------------|---------|-------------|-------------|-------------|-------------|
| 12              | ILS     | 3051'(200') | 3051'(200') | 3051'(200') | 3051'(200') |
|                 | FULL    | R550m       | R550m       | R550m       | R550m       |
|                 | Limited | R750m       | R750m       | R750m       | R750m       |
|                 | ALS out | R1200m      | R1200m      | R1200m      | R1200m      |
|                 | NDB ①   | 3240'(389') | 3240'(389') | 3240'(389') | 3240'(389') |
|                 | ALS out | R1100m      | R1100m      | R1200m      | R1200m      |
|                 |         | R1800m      | R1800m      | R1800m      | R1800m      |

① Continuous Descent Final Approach.

## TAKE-OFF RWY 12, 30

| RL |               | RCLM (DAY only) | RCLM (DAY only) | NIL<br>(DAY only) |
|----|---------------|-----------------|-----------------|-------------------|
| A  | 300m <b>1</b> | 300m <b>1</b>   | 400m            | 500m              |
| B  |               |                 |                 |                   |
| C  |               |                 |                 |                   |
| D  |               | 500m            | 500m            |                   |

① LVP must be in Force



**OSH, (OSH - UCFO)**

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UCFO**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Alt Set: QNH (QFE on request).